(ग) इस मानदंड के अनुसार राज्यों को आवंटित की गई धनराशियों का ब्यौरा क्या है;

(घ) क्या यह सच है कि पहाड़ी क्षेत्रों में राजमार्गों के रख-रखाव पर अधिक धन व्यय होता है तथा इस कारण कुछ राज्य सरकारों ने अतिरिक्त सहायता राशि की मांग की है;

(ङ) यदि हां, तो राज्य-वार तत्संबंधी ब्यौरा क्या है; और

(च) सरकार इस संबंध में क्या निर्णय लेने का विचार रखती है?

जल-भूतल परिवहन मंत्रालय के राज्य मंत्री (श्री जगदीश टाईटलर): (क). जी, हां। राष्ट्रीय राजमार्गों के रख-रखाव और मरम्मत के मामले में राज्य सरकारें केन्द्र सरकार के एक एजेंट के रूप में कार्य करती है।

(ख) से (च) प्रति वर्ष उस समय लागू दरों पर मानदंडों के अनुरूप निधियों की अपेक्षा निर्धारित की जाती है। अपेक्षाओं का निर्धारण करते समय पहाड़ी क्षेत्रों के लिए विशिष्ट प्रीमियम जोड़ा जाता है। तथापि, रख-रखाव के लिए वास्तव में उपलब्ध कराई गई समग्र निधियों में से वास्तविक आबंटन यथानुपातिक आधार पर किया जाता है। राष्ट्रीय राजमार्गों के रख-रखाव के लिए 1994-95 में विभिन्न राज्यों को अभी तक जारी की गई राशि विवरण में दी गई है। (नीचे देखिए)

विवरण

राष्ट्रीय राजमार्गों के रख-रखाव के लिए राज्यों/संघ राज्य क्षेत्रों को दी गई राशि

(लाख रु०)

क्र० सं०	राज्य/संघ शासित प्रदेश	अब तक जारी की गई राशि (7/94) तक
1.	आंध्र प्रदेश	825.22
2.	अरूणाचल प्रदेश	36.50
3.	असम	714.34
4.	बिहार	581.78
5.	चंडीगढ़	8.00
6.	दिल्ली	70.00
7.	गोवा	279.01
8.	गुजरात	417.20
9.	हरियाणा	218.37
10.	हिमाचल प्रदेश	271.28
11.	जम्मू कश्मीर	15.50
12.	कर्नाटक	511.00
13.	केरल	293.83
14.	मध्य प्रदेश	665.56
15.	महाराष्ट्र	833.40
16.	मणिपुर	45.00
17.	मेघालय	185.21
18.	नागालैंड	2.00
19.	उड़ीसा	446.94
20.	पाण्डीचेरी	6.52
21.	पंजाब	323.78
22.	राजस्थान	659.03
23.	तमिलनाडु	655.59
24.	उत्तर प्रदेश	784.42
25.	पश्चिम बंगाल	781.61

National Shipping Board

3027. SHRI GOVINDRAO ADIK: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) the composition and terms of reference of the re-constituted Shipping Board;

(b) when was it re-constituted and how many times it had met since then;

(c) what were the subjects discussed in the said meetings and the outcome thereof; and

(d) what is the status of the recommendations, if any, made by the Board?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a). The following is the compsition of the National Shipping Board:—

(i) Six Members elected by Parliament, four by the House of the People from amongst its members

and the other two by the Council of States from amongst its members.

(ii) Such number of other members not exceeding sixteen as the Central Government may think fit to appoint to the Board, to represent (1) the Central Government (2) Shipowners (3) Seamen and (4) such other interests as, in the opinion of the Central Government ought to be represented on the Board;

Provided that the Board shall include an equal number of persons representing the shipowners and seamen.

(iii) The Central Government shall nominate one of the Member of the Board to be Chairman of the Board.

The terms of reference are to advise the Central Government on (a) matters relating to Indian Shipping including the development thereof; and (b) such other matters as the Central Government may refer to it for advice.

(b) The Board was reconstituted on 22nd January, 1993 and has met thrice since then.

(c) and (d) Various subjects were discussed at these meetings. As far as Ministry of Surface Transport is concerned, the important is was disqussed were (i) Cargo support (ii) amendment to Section 21, 42 & 51 of the Merchant Shipping Act, 1958 (iii) Fiscal incentives to the Shipping Industry (iv) acquisition of Ro-Ro Vessels (v) Declining tonnage of Indian Ships and steps to be taken to acquire more Ships to overcome the backlong, etc.

The present status of main recommendations is given below:

(i) The recommendation regarding Cargo support has been accepted.

(ii) Amendments to Section 21, 42 & 51 of the Merchant Shipping Act, 1958 have been made.

(iii) Age profile of Indian Ships has been reduced and Indian National Shipowners Association has been requested to augment the tonnage.

(iv) No proposal has been received from Shipping Corporation of India regarding acquisition of Ro-Ro vessel.

(v) Final view on the fiscal incentives is yet to be taken.

Free Zones for movement of Passenger and Goods Carriers

3028. SHRI K.M. KHAN: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether some agreements have been signed recently between some State Governments declaring some places as free zones for movement of passenger and goods carriers between these States;

(b) if so, details thereof with circumstances for such a move;

(c) whether Government propose to ask the Government of Andhra Pradesh to sign similar agreements with neighbouring States for mutual benefits of people of these States; and

(d) if so, the details thereof and if not, the reasons therefor?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) and (b) Recently Government of Uttar Pradesh and Government of Madhya Pradesh have entered into a Reciprocal Transport Agreement with effect from 1.6.1994 in which some areas have been declared as free zone areas in order to facilitate passenger and goods traffic. The details thereof have been published in the Gazette of Government of Uttar Pradesh vide their Notification No. 2065-T/XXX-4-8(2)-P-80, dated 27th May, 1994.

(c) No, Sir.

(d) This is a matter to be considered by the respective State Governments.